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# Seaport Operations

612-504-02



## US Transportation Command (USTRANSCOM)



- USTRANSCOM provides sea transportation assets through transportation component commands

MTMC & MSC





## Military Sealift Command (MSC)



- MSC provides common user sealift transportation services through MSC fleet & commercially contracted carriers.
- Under USTRANSCOM / DOD directive, MSC assumes operational control of:
  - Navy Reduced Operational Fleet
  - Maritime Ready Reserve Force
  - National Defense Reserve Fleet





## Vessel Types



- RO/RO Vessels



- Best suited for loading & off-loading of rolling stock
- Preferred for initial movement of pre-positioned & surge cargo
- Spacious interiors allow easy maneuvering
- Fast turn around time



## Vessel Types (Cont)



- Fast Sealift Ships



- Fastest cargo carrying vessel
- Over 900 ft long
- Heavy lift capability
- Self-sustaining



## Vessel Types (Cont)



- Container Ships



- Greatest cargo capacity
- Not optimal for moving all military cargo



## Vessel Types (Cont)

- Breakbulk Vessels



- Able to handle most military cargo on open decks or in multiple cargo holds
- Labor intensive to load & unload



## Military Traffic Management Command (MTMC)



- DOD single traffic manager for military cargo surface movements
- Responsible for all CONUS surface movements and common-user SPOE's for unit movements





## MTMC (Cont)



- Duties & responsibilities (Cont)
  - Directing PSA functions & activities
  - Receiving & staging unit equipment (PSA-specific task)
  - Establishing & directing port communications, safety policies & physical security procedures
  - Regulating port traffic



























## Transportation Terminal Brigade (TTB)

- TTBs are reserve units that provide MTMC with capability to expand number of ports available
- Responsible for monitoring DOD commercial contract cargo movements including unit equipment, re-supply, & retrograde shipments
- Uses existing port facility infrastructure and contract stevedores



## Transportation Terminal Brigade (Cont)

- Key TSB capabilities and responsibilities:
  - Operate 2 - 5 port berths
  - Receive, load, discharge & transship unit cargo
  - Prepare and update vessel stow plan
  - Enter equipment & cargo receipt data into automated systems
  - Perform liaison with deploying units



## Port Support Activity (PSA)



- The PSA is a temporary military organization that assists the Port Commander
  - Within CONUS, designated installations provide PSAs
  - In overseas areas Area Support Groups (ASG) normally provide PSA support
  - Deploying units do not normally man or operate PSAs



## Port Support Activity (Cont)



- PSA is tailored & unique to each port
  - Operates in direct support of the port commander
  - Primary mission is ensuring deploying unit equipment is prepared for vessel loading, and operating unique equipment in port area
  - PSA operates almost exclusively in the port staging area



## PSA Organization



- PSA Organization based on type of equipment processing through port. Normally includes:
  - Qualified personnel to handle the physical security of classified equipment & cargo
  - Personnel with unique equipment operator skills
  - Maintenance personnel to correct deploying equipment deficiencies



## PSA Functions



- Typical PSA functions in support of deploying units normally include:
  - Receiving, inspecting & documenting deploying equipment
  - Staging unit equipment in staging area
  - Correcting improperly secured loads and equipment configuration deficiencies
  - Operating equipment / vehicles



## PSA Functions (Cont)



- PSA functions (Cont)
  - Providing backup organizational & limited DS maintenance capability
  - Providing physical security for staged military cargo
  - Moving deploying unit equipment according to the port traffic plan



## PSA Functions (Cont)



- PSA functions (Cont)
  - As required, providing recovery and maintenance vehicles, administrative vehicles, ambulances & cleaning equipment
  - Assisting with aircraft support operations



## Port Security Detachment (PSD)



- The PSD is a reserve component unit under the command authority of MTMC when mobilized
- The PSD administers the port commander's physical security plan & coordinates with the USCG for an integrated port physical security plan



## Port Security Detachment Functions



- PSD functions include:
  - Augmenting existing port security force or controlling traffic to include port points of entry.
  - Providing escort & security for high priority shipments
  - Coordinating in-transit sensitive and classified physical security requirements

Establishing liaison with area police



## Waterside Security -- USCG



- The US Coast Guard is responsible for all waterside physical security





## Waterside Security -- USCG (Cont)



- Other USCG duties include:
  - Regulating the shipping, handling & pier side storage of hazardous cargo
  - Interfacing with HN & military authorities on storage & handling of hazards
  - Issuing hazardous cargo permits





# Seaport of Embarkation Functional Areas



## Seaport of Embarkation (SPOE)

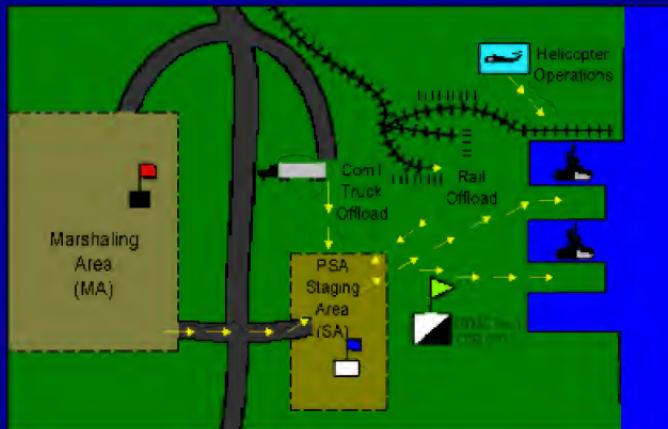


- The loading & discharging of vessels is dedicated to rapid, efficient & controlled movement of cargo between ship & shore.





## Notional SPOE



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## SPOE Marshaling Area



- Unit's final preparation location prior to entering POE port staging area
  - Ideally located near port staging area & vicinity of truck/rail discharge sites
  - Units inspect, reconfigure and prepare their equipment for movement to the staging area
  - In CONUS, supporting installations provide logistics support to units in marshaling area

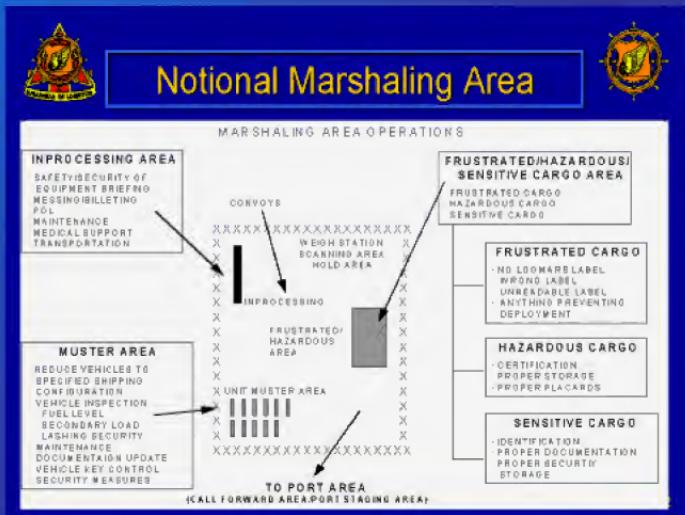


## Marshaling Area Layout



- There is no set organization or physical layout for an SPOE marshaling area
- Marshaling areas organized to prepare units for entry into port staging area







## Marshaling Yards



- SPOEs marshaling areas may have designated marshaling yards
- In marshaling yards, cargo is subdivided into a number of categories, most commonly:
  - General (breakbulk)
  - Containerized
  - Roll-on/roll-off
  - Special (oversize, heavy lift, hazardous & security) cargo





## Marshaling Area Functions



- In general, marshaling areas should provide for the following functions and facilities:
  - A central control & inspection point with multiple lanes for vehicles & containers entering or leaving the marshaling yard
  - Security area for breakbulk, containerized sensitive, classified & high-dollar-value cargo



## Marshaling Area Functions (Cont)

- Marshaling area functions and facilities (Cont):
  - Sheltered facilities for inventory control, documentation & movement control elements
  - Covered facilities for stowing containers & cargo
  - Traffic circulation plan for movement in, through and out of the area



## Port Staging Area



- As the vessel readies for loading, equipment is sent from the marshaling area to the staging area based on a call forward plan



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## Port Staging Area (Cont)



- MTMC terminal commander assumes custody of cargo in the staging area
- PSA performs its functions
- Equipment is loaded onto the vessel





## Unit Responsibilities for SPOE Operations



## Unit Responsibilities -- Home Station

- Unit Preparation for sealift begins at home station
- Equipment & documentation preparation completed (to extent possible) prior to departing for SPOE
  - Vehicles moving by convoy & rail to SPOE must be reconfigured for sealift
- Proper HS preparation reduces port processing problems



## Unit Responsibilities -- Deployment Equipment List

- Unit DEL must be accurate

- Arriving at SPOE with more or less equipment than reflected on DEL can delay deployment!



## Unit Responsibilities -- Hazardous Cargo



- Hazardous cargo must be prepared & labeled IAW CFR 49 *before* it is loaded for movement
- Hazardous material must be identified & properly packaged, marked & annotated on shipping and load documents
- Improperly prepared hazardous cargo can delay shipping & cause mission failure





## Unit Responsibilities -- Unit Liaison Team



- Deploying unit may establish a unit liaison team to facilitate movement through the port
- Team reports prior to unit arrival to establish liaison with port commander representative and PSA
- Team clarifies port processing procedures and directs unit correction of vehicle, cargo, and documentation deficiencies



## Unit Responsibilities -- SPOE Checks & Considerations



- Final checks & considerations at the SPOE include:
  - Is equipment correctly configured for sealift?
  - Has all unit cargo documentation been completed? (MSLs, packing lists, load cards)
  - Has all hazardous cargo been properly labeled & stored according to CFR 49 and IMDGC?



## Unit Responsibilities -- SPOE Checks/Considerations (Cont)



- Final checks & considerations (Cont)
  - Has coordination with the TTB and PSA been accomplished?
  - Has return transportation been arranged for vehicle drivers and other unit personnel processing equipment at the port?
  - Have supercargoes been identified & briefed?



## Unit Responsibilities -- SPOE Checks/Considerations (Cont)



- Final checks & considerations (Cont)
  - Are cargo & vehicles staged in marshaling area according to loading sequence?
  - Has the call forward plan to staging area been established?
  - Have all vehicle & cargo deficiencies been corrected?



## Units Responsibilities -- Supercargoes



- Deploying unit may require supercargoes during strategic sealift of unit equipment
  - Supercargoes are unit soldiers aboard vessel who accompany equipment during transit
  - Supercargoes are the deploying unit commander's on-board representative



## Units Responsibilities -- Supercargoes (Cont)



- Supercargo Responsibilities:
  - Making periodic checks of unit cargo on-board the vessel
  - Maintaining key control of vehicles.
  - Making necessary repairs within team capabilities
  - Observing & assisting in cargo loading/discharge





## Unit Responsibilities -- Supercargoes (Cont)

- Supercargo team size is dependent on:
  - Number of vessel berths available
  - Number and type of vehicles aboard the vessel
- When multiple units deploy equipment aboard a single vessel, FORSCOM or other designated command determines supercargo allocation



## Unit Responsibilities -- Supercargoes (Cont)



- Supercargo team generally consists of:
  - OIC or NCOIC
  - Selected maintenance personnel
  - Classified/sensitive cargo escorts





## Unit Responsibilities -- Customs



- Personnel & unit equipment departing CONUS via sealift may require a pre-customs clearance inspection
- Pre-customs inspections are normally conducted by military police
- Customs officials may not open classified material without US government approval



## Unit Responsibilities -- Customs (Cont)

- DD Form 1253 (Military Customs Inspection Label) or DD Form 1253-1 (Military Customs Inspection Tag) provides documentary proof of pre-inspection
- Once cargo & vehicles have been inspected by Customs, items cannot be added or deleted



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RECEPTION, STAGING,  
ONWARD MOVEMENT &  
INTEGRATION (RSO&I)

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## Deployment Phases



- ① Pre-deployment Activities
- ② Movement to POE



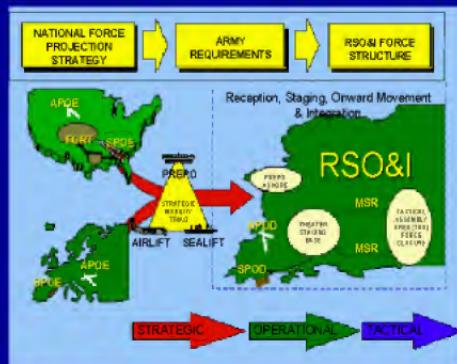
- ③ Strategic Lift



- ④ Reception, staging, onward movement & integration (RSO&I)



## Deployment Process



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## RSO&I -- What Is It?



### RSO&I -- A New Term for an Old Problem

*Problem: How to receive personnel and equipment into a theater of operations, rejoin these elements into combat ready units, and integrate these units into the theater's command structure.*

## RSO&I -- Reception



- Reception:
  - Unloading passengers and equipment from strategic lift
  - Marshaling arriving units
  - Transporting units to staging areas (if required)
  - Providing deploying soldiers life support



## RSO&I -- Staging



- Staging:
  - Assembling & organizing arriving personnel and equipment into units and forces
  - Building combat power
  - Preparing units for onward movement
  - Providing deploying soldiers life support until unit is self sustaining



## RSO&I -- Onward Movement



- Onward Movement:

Units & equip move from reception & staging areas to tactical assembly areas (TAAs) or other destinations



## RSO&I -- Integration



- Integration:
  - Authority over deploying unit is transferred to designated commander in theater
  - To achieve integration--
    - Unit must be operational and mission ready
    - Unit must be absorbed into joint force



## Unit and UMO Planning Considerations for RSO&I



- Review procedures and tasks in higher headquarters and theater RSO&I plans
- Is deployment opposed or unopposed?
  - For opposed operations, units configure tactically for deployment.
  - For unopposed operations:
    - + Personnel normally move by air, equip by sea
    - + Personnel & equip reassembled into tactical units in theater



## Unit & UMO Planning Considerations RSO&I (Cont)



- Is the unit drawing Army Prepositioned Stocks (APS) in theater?
  - If drawing APS -- Unit Cdr & UMO must review battlebook for APS site/ship.
  - Information is available in Automated Battlebook System (ABS)



## Unit & UMO Planning Considerations RSO&I (Cont)



- Develop unit battlebook with information about destination & RSO&I operations. Include:
  - Info/pictures on POD layout & facilities
  - Convoy routes
  - Plans/location for drawing APS
  - POCs & supporting commands/agencies



# Reception



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## Possible Reception Scenarios



- Scenario 1. Unit and equipment arrive via air at APOD
- Scenario 2. Soldiers arrive by air at APOD, equipment arrives by sea at SPOD. Soldiers and equipment reassembled at in-theater staging base
- Scenario 3. Soldiers arrive at APOD, then move to APS land or afloat locations to draw APS

## Scenario 1



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## Reception Operations -- Joint Aerial Port Complexes



- Soldiers and/or equipment may arrive at a Joint Aerial Port Complex
  - May be large complex containing airfield and numerous support functions
  - Includes terminal support functions such as A/DACG, movement control, equip and cargo holding areas, postal facilities, helicopter assembly areas



## APOD Operations -- Key Organizations and Activities



- Arriving unit interfaces with and is supported by:
  - USAF Aerial Port Squadrons (APS) or Tanker Airlift Control Elements (TALCE)
  - Arrival/Departure Airfield Control Group (A/DACG)
  - Movement Control (Movement Control Agency, Port Movement Control Team)
  - Designated support organizations from receiving command and host nation support



## APOD Operations -- Airfield Functions and Responsibilities





## APOD Operations -- Offload Ramp Area



- TALCE operations and responsibilities
  - TALCE controls offload ramp area
  - Supervises aircraft unloading
  - Provide offload equip (e.g., MHE) as required
  - Releases aircraft loads to A/DACG control



## APOD Operations -- Offload Ramp Area (Cont)



- A/DACG operations and responsibilities
  - Maintains coordination with TALCE & arriving unit
  - Provides offload teams & support equipment (as required)
  - Accepts aircraft loads from TALCE at agreed location
  - Coordinates with TALCE for return of unit's shoring and dunnage



## APOD Operations -- Offload Ramp Area (Cont)



- Arriving Unit responsibilities
  - Assist, as required, in unlashing and offloading aircraft
  - Retain shoring and dunnage for redeployment
  - Provide A/DACG copy of pax and cargo manifest



## APOD Operations -- Holding Area



- A/DACG operations and responsibilities
  - A/DACG controls holding area
  - Coordinates with TALCE & arriving unit
  - Releases aircraft load to arriving unit
  - Coordinates move of unit pallets to unit marshaling areas
  - May provide minor services (fuel, maintenance) for arriving unit vehicles



## APOD Operations -- Holding Area (Cont)



- Arriving Unit activities
  - Provides a liaison to A/DACG to facilitate processing of arriving unit plane loads
  - Assists A/DACG as required
  - Drives unit vehicles from holding area to unit marshaling area
  - Coordinates with movement control teams that may be operating in port area



## APOD Operations -- Unit Marshaling Area



- Arriving Unit activities
  - Install equipment that was removed for strategic deployment
  - Perform maintenance checks and refueling
  - Prepare and organize for movement (convoy, rail, airlift, inland water)



## APOD Operations -- Unit Marshaling Area (Cont)



- Area Support Group (ASG) or other designated organization
  - May provide life support / services for deploying unit
- Movement Control Teams (MCTs)
  - Port & Area MCTs operate in APOD ops area
  - Assist units in onward movement
  - Coordinate & task for transportation assets required by deploying unit



## APOD Operations -- UMO Considerations & Duties



- Develop unit plan for departing marshaling area based on higher hq's, ASCC & theater RSO&I plan
  - Unit may move equipment to railhead for onward movement to destination.
  - Vehicles may convoy and soldiers move by bus
- UMO coordinates move with MCT or other supporting movement organization
- UMO coordinates with ASG or other support units operating railheads, bus transport, etc.



## APOD Operations -- UMO Considerations/Duties (Cont)



- Bottom line: UMO performs tasks & coordination to move unit out of port area. May include:
  - Preparing for convoy move (convoy requests)
  - Organizing unit for rail (load teams, vehicle reconfiguration) bus, or other modes
- Key consideration: Split UMO operations
  - UMO arrives early to coordinate theater movements, alternate UMO supports APOE departure and arrives later in flow

## Scenario 2



- Soldiers arrive by air at APOD
  - Vehicle drivers move to SPOD
  - Unit main body moves to theater staging base
- Equipment arrives at SPOD
  - Drivers and mechanics prepare equipment for movement to theater staging base
- Equipment & soldiers reassembled at TSB



## Scenario 2 -- Air and Sea Reception

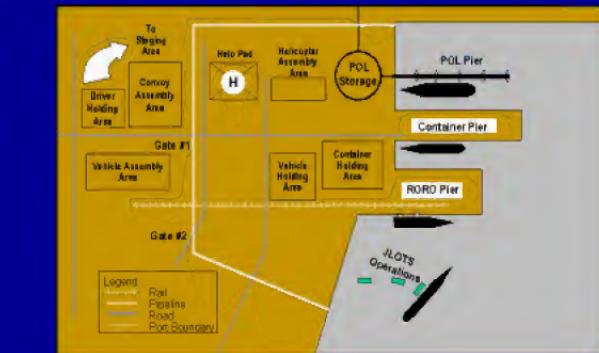




## SPOD Operations -- Joint Water Port Complexes

- Equipment arrival at Joint Water Port Complex
  - May be large complex with multiple piers (POL, RO/RO, container) & area for JLLOTS operations
  - Includes terminal support functions/areas:
    - + Transportation mode ops & movement control
    - + Port Support Activity
    - + Convoy and helicopter assembly areas
    - + Vehicle, cargo and container holding areas

# Joint Water Port Complex (Notional)



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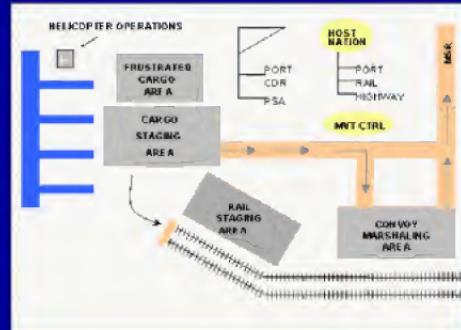
## SPOD Operations -- Key Organizations and Activities



- Arriving unit interfaces with and is supported by:
  - MTMC -- Single Port Manager
  - Port Support Activity (PSA)
  - Movement Control Teams (MCT)
  - ASG or other designated supporting units



## SPOD Organization (Notional)





## SPOD Operations -- Port Operating Area



- Port Area includes ship discharge area and port staging area
- MTMC manages port operations in port area
  - Discharges unit equipment from vessel
  - Stages equipment in port staging area
  - Releases equipment to unit



## SPOD Operations -- Port Operating Area (Cont)



- Port Support Activity (PSA) operates in direct support of MTMC
- PSA operates in port staging area
  - Receives & stages discharged equipment
  - Provides licensed vehicle operators for all types of equipment
  - As required, provides maintenance capability to support arriving unit vehicles



## SPOD Operations -- Port Operating Area (Cont)



- Area Support Group (ASG) (or other designated organization)
  - May provide life support / services for deploying unit
- Movement Control Organizations
  - Port & Area MCTs operate in SPOD ops area
  - Assist units in onward movement
  - Coordinate & task for transportation assets required by deploying unit



## SPOD Operations -- Port Marshaling Area



- Arriving Unit activities
  - Reinstall equipment removed for strategic deployment
  - Unpack containers and repack cargo as vehicle secondary loads
  - Perform maintenance checks and refueling
  - Prepare and organize equipment for onward movement (convoy, rail, inland water)



## SPOD Operations -- Port Marshaling Area (Cont)



- Arriving Unit activities (Cont)
  - Port marshaling area may not be available
  - Units may have to move directly to destination
  - Prepare and organize equipment for onward movement at port staging area
  - Must coordinate with port commander to reduce interference at port



## SPOD Operations -- UMO Considerations & Duties



- Advance movement planning prior to theater arrival
  - Based on RSO&I plan, higher hq's guidance
- Coordination with MCT at APOD for transporting:
  - Advance party teams such as vehicle drivers to SPOD
  - Main body to theater staging base



## SPOD Operations -- UMO Considerations/Duties (Cont)



- UMO Coordination at SPOD:
  - Port Manager staff & PSA for receiving unit equipment
  - Movement Control Agency or MCTs for onward movement of equip to theater staging base



## SPOD Operations -- UMO Considerations/Duties (Cont)



- Equipment could move to TSB by convoy, rail, military/commercial truck, inland waterway
  - UMO coordinates with MCT for required transportation assets, convoy clearances, local movement procedures
  - UMO coordinates with designated support units operating railheads, convoy assembly areas



## SPOD Operations -- UMO Considerations/Duties (Cont)



- Split UMO operations?
  - UMO representative may have to be at APOD
  - UMO representative may have to be at SPOD
  - UMO may have to coordinate at TSB or other designated areas
- UMO must oversee various operations & use alternate UMO or have knowledgeable rep



## Scenario 3

- Soldiers, TAT and non authorized prepositioned (NAP) items arrive APOD
- Arriving unit will draw APS from:
  - Army Prepositioned Afloat (APA) vessels that sail to the theater, or
  - Army Prepositioned Land (APL) sites located in theater

## Scenario 3 (Cont)



- For APA operations, unit moves from APOD to seaport in following sequence:
  - Survey, Liaison, Reconnaissance Party (SLRP)
  - Advance party
  - PSA personnel (if required)
  - Main body
- For APL operations, advance party moves from APOD to APS site, followed by main body



## Unit & UMO Considerations for APS Operations



- References are:
  - FM 100-17-1, *APA Operations*, provides doctrine and procedures for afloat operations
  - FM 100-17-2, *APL Operations*, provides doctrine and procedures for ashore operations



## Unit & UMO Considerations for APS Operations (Cont)



- For APS operations, unit will generally operate as part of battalion or brigade size forces
- UMO gathers available information about move to APS sites before unit arrives theater
  - Coordination with Bn/Bde movement officers & S-4
  - Unit plans based on higher hq's plans



## Unit & UMO Considerations for APS Operations (Cont)

- Unit Commander and UMO must access ABS
  - Army Materiel Command's ABS contains:
    - + Battlebooks for APS sites / vessels
    - + APS equipment listing by UIC
    - + Equipment draw procedures & site information
    - + Unit checklists for APS operations
  - ABS info available at <http://www.battleweb.com> and <http://www.battlebooks.com>



## Army Prepositioned Afloat (APA) Reception



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## Army Prepositioned Afloat (APA) -- Key Organizations



- Unit interfaces with and is supported by:
  - MTMC & Composite Transportation Group (CTG)
    - + MTMC is port manager, CTG is port operator
    - + CTG operates SPOD and is responsible for onward movement of equip and personnel
  - PSA: Performs normal PSA functions



## APA -- Unit Organization for APA operations (Cont)



- PSA: Unit may be required to provide own or supplement PSA at SPOD
- Unit Main Body
  - + Receives equipment at the APA site
  - + Moves to TAA or other designated location
  - + Prepares for continued operations



## APA -- Unit Organization for APA Operations



- Survey, Liaison, Reconnaissance Party (SLRP)
  - Includes reps from deploying unit, MCT, AMC & port commander
  - Arrives SPOD prior to APA vessel arrival
  - Purpose:
    - + Reconnaissance, liaison with theater authorities
    - + Prepare for advance party & main body arrival



## APA -- Unit Organization for APA operations (Cont)



- Advance Party
  - Formed from deploying unit(s)
  - Primary tasks:
    - + Arrange for reception of unit main body
    - + Rendezvous with APA ships
    - + Assist in port support and discharge operations
  - Should include battery teams, fuel handlers, drivers, property book & supply personnel



## APA -- Unit Organization for APA operations (Cont)



- PSA: Unit may be required to provide own or supplement PSA at SPOD
- Unit Main Body
  - + Receives equipment at the APA site
  - + Moves to TAA or other designated location
  - + Prepares for continued operations



## Army Prepositioned Land (APL) -- Unit Organization for APL Operations



- Unit Advance Party
  - Moves from APOD to APL location
  - Signs for unit APS equipment
  - Moves Equipment to marshaling area in vicinity of APL site

# Staging



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## Staging (Cont)

- Staging Process:
  - Reassemble and reunite units with their equipment
  - Upload unit basic loads
  - Prepare and schedule units for onward movement to TAA
  - Provide life support until unit is self sustaining



## Theater Staging Base (TSB)



- TSBs provides an arm, fuel, fix capability.  
They include:
  - Marshaling areas, maintenance shelters
  - Equipment calibration, weapons boresighting
  - Fuel and ammo storage
  - Test driving loop and range areas



## Theater Staging Base Layout (Notional)



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## TSB -- Unit and UMO Movement Tasks



- Coordinate with MCT for onward movement schedule and movement procedures, by mode.
- Reconfigure unit equipment for onward movement mode (rail, road, inland/coastal water)
- Process necessary movement documentation (convoy requests, rail load plans)
- Coordinate with supporting units responsible for rail loading and convoy assembly operations.



## Onward Movement



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## Onward Movement (Cont)

- Onward Movement Process:
  - Moving units & materiel from reception facilities and staging bases to TAA or other destinations
- Onward movement is normally planned, scheduled and controlled by movement control agencies, battalions and teams.
- Numerous forces and host nation traffic may be competing for movement over same LOC.



## Onward Movement -- UMO Considerations & Tasks



- UMO tasks essentially same as covered in APOD/SPOD preparation for onward movement
- Support facilities, such as convoy support centers, may be established to support unit onward movement
- Security concerns can impact unit organization for onward movement

# Integration



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## Integration Process



- To achieve integration, the unit:
  - Must become operational and mission-ready
    - move, fight and communicate
  - Must be absorbed into the joint force
- Integration is complete when receiving commander establishes command & control over arriving unit